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C-O-N-F-I-D-E-N-T-I-A-L INFORMATION REPORT	
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COUNTRY USSR/Poland	DATE DISTRIBUTED 11 JAN 56
SUBJECT Port Information: Murmansk, Leningrad, Kronstadt, Stettin and Swinemunde	NO. OF PAGES 6
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	SUPPLEMENT TO REPORT #

THIS IS UNEVALUATED INFORMATION

/THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 6ND No 413-55)./

- The following information is based on personal observations
- Murmansk, USSR /Points mentioned refer to those indicated on Overlay to Imray, Laurie, Norie, and Wilson, Ltd, Chart 104B, Subj: Norway, North Cape to White Sea./

a. Approaches [redacted] ship, following the approximate track indicated on the overlay, was stopped by a signal station at point (1), which inquired as to the name of the vessel. When this information had been furnished, the ship was allowed to proceed to point (2), where another signal station asked, "are you waiting for a pilot?" The ship answered in the affirmative, and at position (3) it was boarded by a pilot and two soldiers wearing sidearms. At point (4), two motor patrol boats were observed. While proceeding down the river towards Murmansk, the ship was under orders to keep to the east side of the river, and for no reason to approach the west bank of the river, in the area marked (5). [redacted] no obstructions existed in the approach to Murmansk, other than those shown on the available charts. No estimate of the charted depths could be made inasmuch as use of the fathometer was strictly forbidden. All radio equipment was sealed when the pilot boarded. No prominent landmarks, other than charted navigational aids, were observed. No breakwaters existed. [redacted] a ship of 60 thousand tons could use the river with ease.

b. Official Procedures With regard to quarantine procedure, the pilot furnished the ship with a form to be signed. This form which advised that no serious illnesses were aboard the ship was picked up by a doctor the day after the ship berthed in Murmansk. After berthing, two soldiers came aboard; however, the ship was not searched on arrival or departure. One soldier remained on guard on the wharf at the foot of the gangway to check crew members on and off the ship.

c. Description of berth and loading procedures [redacted] ship berthed in the approximate position indicated on the overlay. In this area, old wooden wharfs were on both sides of the river. The ship which, when loaded, drew 24 feet, had sufficient water depth at her berth. The wooden wharf, estimated to be 340 feet long and 50 feet wide, was described as old and in very poor condition. One building, a small repair shed, was located on the wharf. A

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NAVY review

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cargo of fertilizer was loaded by means of a floating crane with an estimated lifting capacity of four tons. Approximately six sets of standard gauge railroad tracks and a standard width, hard surfaced road, came to the dock area. The fertilizer was brought to the dock area on railroad cars which would dump about 60 feet from the ship. From there the fertilizer was moved into operating distance of the floating crane by means of a small crane mounted on tracks, not railroad track. About 10 men worked aboard the ship helping to load the cargo; these men worked eight-hour shifts around the clock and appeared to do satisfactory work. Those men on the wharf seemed to be adequate in numbers and proficiency. The ship did not have an electricity hook-up with shore, and it is believed that there were no facilities for electric power. Water was taken aboard from a water barge by means of a canvas hose, diameter unknown. No fuel was taken aboard nor were any oil tanks visible from the berth.

d. Naval facilities and other observations At position (6) [] a major naval base was in operation. Ships seen included "four battle-ships or heavy cruisers, 20 to 30 destroyers, 10 to 12 submarines, two sub tenders, and numerous smaller craft." Also reported in the area was a floating drydock, and ashore, numerous warehouses, barracks, and other buildings. At position (7), or in that vicinity, a relatively new naval base with numerous small craft was observed. At position (8), or in that vicinity, there was seen a large shipyard which was apparently engaged in the construction of submarines. Approximately 30 submarines were completed or in various stages of construction at this installation. Also berthed there were one battle-ship or heavy cruiser, in addition to several small craft. One medium-sized dredge was observed in operation in the vicinity of position (9). No salvage equipment was seen.

(e) Conditions ashore [] the Soviet attitude was very hospitable. The crew received liberty in Murmansk and were free to go where they pleased. Nothing unusual was noted in town [] There appeared to be a great many military Soviet personnel. Only a few automobiles were observed, all of which were very old. The clothing stores seemed to have a scarcity of goods. [] Murmansk was the great number of drunk people that were seen on the streets.

3. Swinemunde and Stettin, Poland /Points mentioned refer to those indicated on Overlay []
Subj: Port Swinemunde and Approaches to Stettin.]

Swinemunde

a. Approaches The pilot boarded and departed in the vicinity of position (1). A good number of wrecks were evident all the way in, however they were well marked; the greatest concentration of wrecks appeared to be located in the general area indicated by point (2). No estimate could be made of approach depths inasmuch as sounding was forbidden. There were no prominent landmarks other than those listed on available sailing directions. [] a ship of 20 thousand tons could navigate the river, although the narrow channel would cause difficulty.

b. Naval vessels and other observations While at position (1) waiting for a pilot and the ships ahead to clear, 10 Soviet destroyers, of an unknown type but of an excellent material appearance, proceeded to the Swinemunde Naval Base, area (5). Berthed at this base were about 12 destroyers, "easily" 20 minesweepers (over one thousand tons each), and a few submarines. All were Soviet naval vessels [] The destroyers gave the appearance of being brand new and were described as "carrying five torpedo tubes just aft of the engine room casing, and two twin mounts of 5.2" guns, and a lot of smaller calibre guns." Nothing larger than a destroyer was seen at the base. Across the river were located some warehouses, but nothing in the way of buildings that seemed to be very new. In the area marked (6) "a lot" of three to four-story red brick buildings have been erected. It could not be determined what the buildings were used for due

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to their distance from the ship. In addition, they were said to blend very well with the surroundings. No shipbuilding in the Swinemunde area was observed. A few shore batteries of 5" guns were seen on both sides of the entrance to Swinemunde.

Stettin

c. Security and quarantine procedures When the ship was berthed, she was boarded by a dozen soldiers with sidearms and submachine guns and given about a two-hour search both upon arrival and departure. No guards were left aboard the ship; however, a guard was stationed at the foot of the gangway. The soldiers were described as very strict, "not at all like the Russians who were quite friendly." The signing of standard international paper indicating that no serious illnesses were aboard the ship completed the quarantine process.

d. Harbor craft Several tugs, water barges, and fuel barges were sighted. One tug escorted [] ship. Five or six old medium-sized dredges were in operation all along the approach to Stettin. Several pieces of salvage equipment were at work in area (2), breaking up old wrecks.

e. Description of berth and unloading procedures The ship berthed at a dock that was described as at least 900 feet long and 100 feet wide, of concrete composition and relatively new. In the area adjacent to this dock, the surface changed to hard dirt. No buildings were located on the wharf. The ship unloaded the cargo of fertilizer from Murmansk in about five days. Ten men worked aboard the ship at all times for eight-hour shifts around the clock. Six thousand tons of fertilizer, in bulk, were unloaded. The workers, while not seeming to be too interested in their work, did a satisfactory job. A large crane, mounted on railroad tracks and having a lifting capacity of about 10 tons, put the fertilizer in a pile on the dock. It was then transferred to railroad cars by a small crane. The track that the crane was mounted on and the track on which were the railroad cars were the only two tracks. A standard width hard surfaced road served the dock area. The ship took aboard about 100 tons of water which had been brought up the river from Swinemunde by water barge. Water in Stettin was supposedly not suitable. No fuel was taken aboard and no oil tanks were visible from the ship's berth.

f. Miscellaneous observation In the area marked (3), good farm land was apparently going to waste, for the whole area seemed to have been abandoned. All that remained were bombed out farm houses; however, the whole area was "heavily guarded."

g. Conditions in Stettin

Stettin [] streets were poorly lit, many destroyed buildings were still to be seen, and the people were dirty and poorly dressed. There were no shops open other than newsstands. No military or naval buildings, or anything else of any particular importance was noted.

[] for 20 cents one could buy a beer and for 60 cents a shot of vodka. "There were plenty of soldiers and sailors in town, and a woman could be had for a sport shirt or a jacket, and for the whole night, a cheap watch would be enough."

[] the town was poorly lit and there was little to buy in the shops. [] the people seemed to have a little money, but that there was nothing to buy.

4. Leningrad /Points mentioned refer to those indicated on Overlay [] Subj: Leningrad Guba./

a. Approaches The pilot came aboard and disembarked from the ship at the Leningrad light ship, point (1). No obstructions were seen other than those on the charts. No estimate could be made of depths, inasmuch as sounding was strictly forbidden and all radio equipment had been sealed when the pilot came aboard. No prominent landmarks or breakwaters other than those on available charts were noted. [] a ship of 60 thousand tons

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could use Kronstadt

b. Regulations and Security Procedures Special regulations for entering Port Leningrad are set forth in "Abstract of Obligatory Regulations for Vessels Coming to the Port Leningrad." Surprise was expressed that this booklet was not picked up by the pilot when the ship left the area, and it was believed that this was an oversight on the part of the port officials. When berthed, the ship was boarded by two soldiers and a doctor. It was not searched on arrival or departure and the filling out of standard forms completed the quarantine procedure. Three soldiers stood guard on the wharf during the vessel's stay. One was forward, one was aft, and one was at the foot of the gangway. Members of the crew received special passes when they left the vessel and liberty was not limited to any specific time, but left up to the discretion of the captain.

c. Harbor craft Two large, powerful tugs helped the ship berth at Leningrad. Several modern tugs were observed around the port, but no fuel or water barges were seen. Salvage equipment was seen in the area around Kronstadt and Leningrad.

d. Description of berth and loading operations The ship was berthed at point (5) alongside an offshore wooden wharf about 900 feet long and 20 feet wide. About 100 feet from the vessel stood a good-sized granary about 80 feet high. Approximately 60 feet of water separated the wharf from the shore and about 20 feet of grass apron separated the shoreline and the granary. Chutes from the granary transported the grain to the ship. Twenty-five men worked aboard the ship, some of whom would go to sleep in the holds and do absolutely no work. The guard at the gangway would collect the workers' passports when they boarded the ship and then would not return them until they had left the ship. [redacted] guards were everywhere, mostly, it appeared, to keep the workers working. No railroad tracks or roads led from this particular wharf. Visibility was very limited by buildings and little was seen.

e. Naval activities Several tankers and two boatloads of what appeared to be Navy recruits passed the ship en route up the river toward Leningrad. Several submarines were seen passing down the river towards Kronstadt. [redacted] most of the submarines were new and that they might be coming down from a shipbuilder up the river. [redacted] two building ways with overhead traveling cranes in operation; however, they were seen by night and their position could not be specified.

f. Conditions ashore [redacted] In general, the people [redacted] seemed polite, but not anxious to make conversations. [redacted] a Soviet Navy Captain [redacted] was described as a true Communist who advised that the living conditions were very good in the USSR, however he would make no further comments. [redacted] a new subway had recently been opened in Leningrad. The people were poorly dressed and a great number of them were observed either drinking or already drunk on the streets. [redacted] there were no bars and all alcoholic beverages were sold in the equivalent of a package store. [redacted] many people were drunk on the streets.

5. Kronstadt

a. Naval activities [redacted] "four old forts" stand west of Kronstadt. No coastal defense or antimircraft artillery was observed; however, "a lot" of radar screens were visible, [redacted] hidden artillery was there. Four floating drydocks, a vessel in each, were observed around the Navy Yard area, as indicated on the overlay. Two of these drydocks appeared to be new, while the other two were relatively old. There was no indication of actual shipbuilding. All piers and ships at the Navy Yard seemed to be occupied. The following ships were reported

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as being seen: "three or four battleships, six cruisers, 20 destroyers, 40 to 50 submarines, four sub tenders, and several minesweepers, transports and oil tankers, along with miscellaneous smaller vessels."

largest vessel [] at Kronstadt [] 45 thousand ton battleship with five 15" twin mounts, three forward and two aft, numerous 5.2" and 4.7" guns and capable of carrying two aircraft. For the most part, the cruisers, destroyers, and submarines were reasonably new, with the exception of a couple of US-type and a British-type destroyer. None of the vessels carried names or numbers. No oil tanks were observed and it was assumed that they were underground.

/Comments []

1. Murmansk

a. A possible explanation for the "orders" requiring the ship to keep to the east bank of the Kola Inlet is that the pilot could have been making use of the navigational aids on Chirkovi Pt and his actions in so doing might have been misunderstood by the ship crew as an effort to avoid the west side of the inlet.

b. The absence of any search on either arrival or departure at Murmansk (and also at Leningrad) seems to indicate a definite easing of security regulations, especially when compared with the searches at Polish ports.

c. [] "major" naval base and "small" naval base [] in Varlamova Bay and, roughly, in Roslyakova Bay, respectively. It is the opinion of the preparing officer that it would be more likely that the "major" base was in Wenga Bay since its larger size would be more conducive to major operations.

d. [] descriptions of the types and numbers of naval vessels are thought to be exaggerated. It seems highly unlikely that there were as many large combatant ships present as were thought to be seen, and, of course, the USSR does not possess, even in total number, the number of battleships sighted. Destroyers and light cruisers, of which the USSR has a number in Baltic waters, were the ships probably observed. Nevertheless the indication of many naval vessels present, especially submarines, is important.

2. Swinemunde

a. The types and numbers of naval vessels sighted at Swinemunde are felt to be within the capacity of the port.

b. [] the three to four-story red brick buildings [] were fairly new, at least in appearance. [] a surplus of housing at Swinemunde, these buildings, if new, would not seem to be dwellings of one sort or another.

3. Stettin

If true, the bringing of water from Swinemunde by barge to the ship is of interest and would tend to indicate that heavy war damage to water lines may not, as yet, be fully repaired.

4. Leningrad

a. [] ship's berth would certainly seem to indicate that it was Wharf No 7, although the dimensions do not appear very accurate.

b. The report of many drunks on the streets of Leningrad (and Murmansk) tends to confirm recent newspaper accounts of the widespread public drinking and drunkenness as indulged in by many Soviets.

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5. Kronstadt

Again, [redacted] exaggerated the size and number of
naval vessels sighted. /

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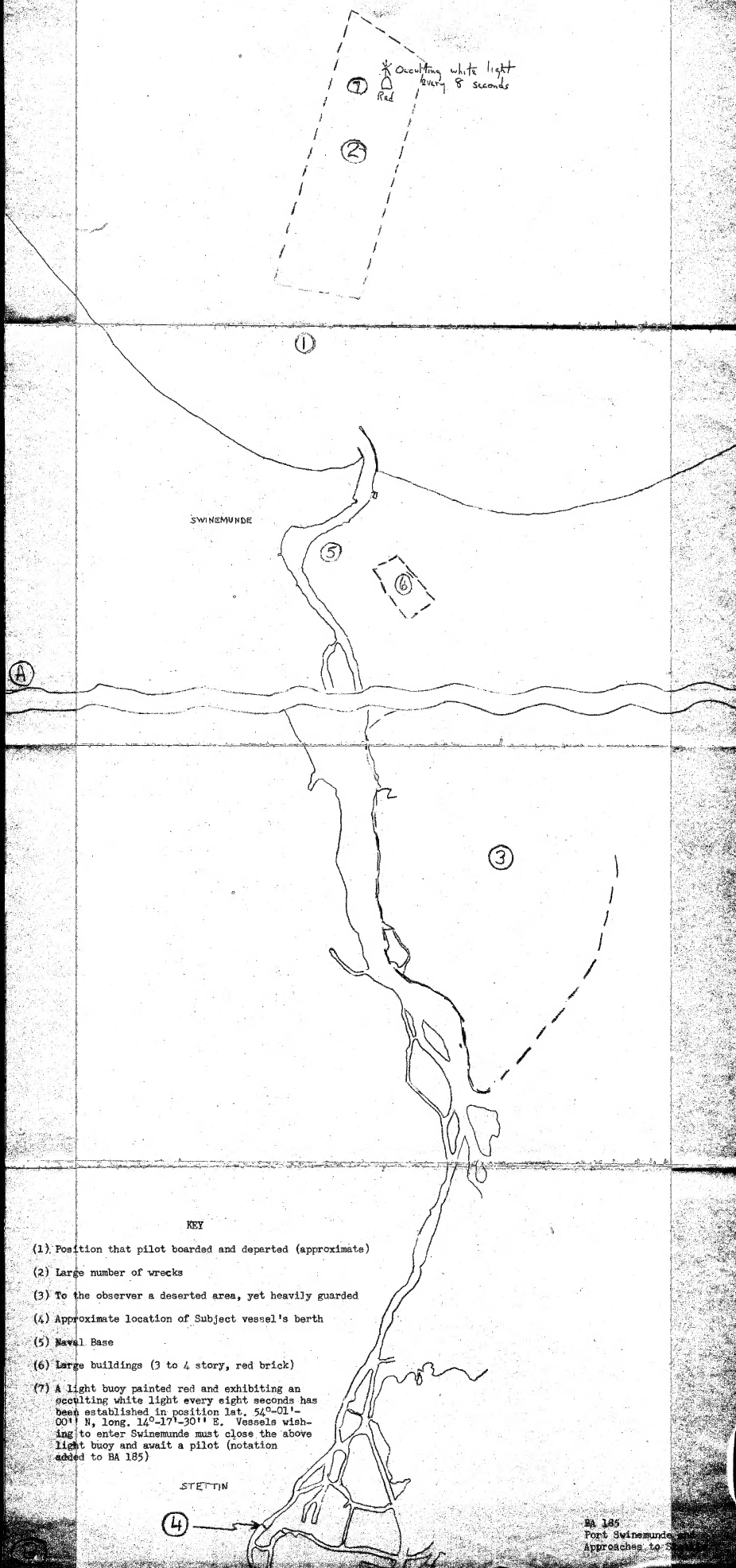
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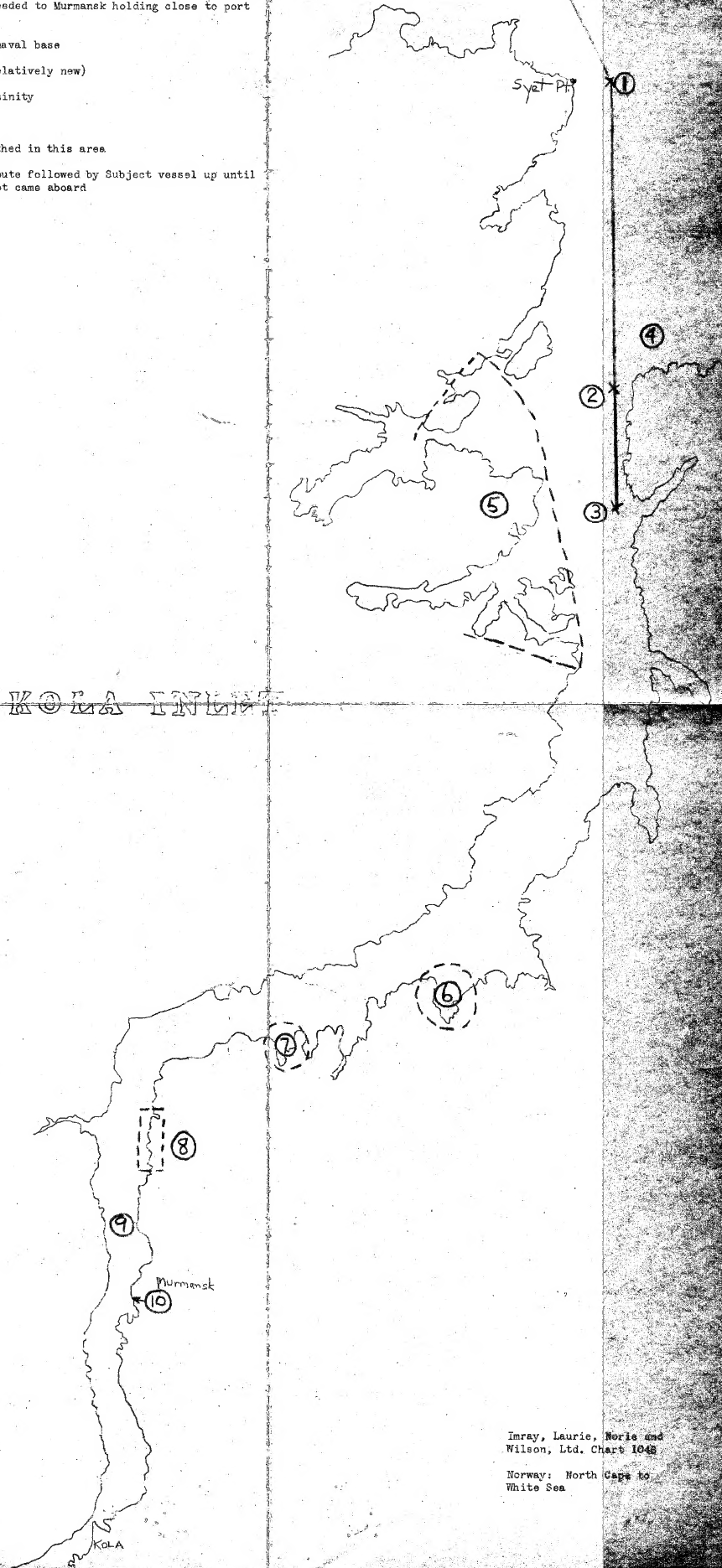
KEY

- (1) Position that pilot boarded and departed (approximate)
- (2) Large number of wrecks
- (3) To the observer a deserted area, yet heavily guarded
- (4) Approximate location of Subject vessel's berth
- (5) Naval Base
- (6) Large buildings (3 to 4 story, red brick)
- (7) A light buoy painted red and exhibiting an occulting white light every eight seconds has been established in position lat. $54^{\circ}01'00''$ N, long. $14^{\circ}17'30''$ E. Vessels wishing to enter Swinemunde must close the above light buoy and await a pilot (notation added to BA 185)

- (1) First contacted by signal station, with regard to vessel's name
- (2) Asked by signal station - "Are you waiting for a pilot?"
- (3) Stopped by signal station and boarded by pilot and two (2) soldiers
- (4) Two (2) patrol boats sighted in this vicinity
- (5) Strictly forbidden to approach this area (from position (3))
Subject vessel proceeded to Murmansk holding close to port shoreline
- (6) Apparently a major naval base
- (7) Small naval base (relatively new)
- (8) Shipyard in this vicinity
- (9) Medium size dredge
- (10) Subject vessel berthed in this area

Approximate route followed by Subject vessel up until time that pilot came aboard

KOLA INLET



Imray, Laurie, Norie and
Wilson, Ltd. Chart 1048

Norway: North Cape to
White Sea



KEY

- (1) Approximate position where pilot boarded and departed Subject Ship
- (2) Position where 45,000 ton "battleship" is berthed
- (3) Four floating drydocks in this vicinity
- (4) Many warships in this area (as mentioned in report)
- (5) Subject vessel berthed at approximately this position
- (6) Large, new cranes observed in this area